

**In the Specification:**

The following specification amendments are presented as replacement paragraphs to show changes made relative to the immediate prior version, as set out in 37 C.F.R. §1.121 (b). The changes are shown by strikethrough (for deleted matter) or underlining (for added matter).

Amend the paragraph numbers 20-23 on page 7 as follows:

[0020] FIG. 8 is a semi-schematic cross section of a pressure valve assembly having the pressure relief valve similar to FIG. 5 except detailing an integral check valve;

[0021] FIG. 9 is a perspective view of the pressure ~~relief~~ valve assembly of FIG. 8;

[0022] FIG. 10 is a cross section of the pressure ~~relief~~ valve assembly taken along line 10-10 of FIG. 9; and

[0023] FIG. 11 is a cross section of the pressure ~~relief~~ valve assembly taken along line 11-11 of FIG. 9.

Amend the paragraph number 25 beginning on page 7 as follows:

[0025] A pressure valve assembly 38 has a pressure relief, regulator, or control valve 39 interposed in a fuel line 40 communicating between the fuel pump 22 and the engine 23 or fuel rail 28. Pressure relief valve 39 is not a check valve and is capable of fuel flow in either direction, thus a conventional return fuel line for reducing pressure at the rail or any point in-between is not required. When relief valve 39 is in a closed position 42 (FIG. 5), a pump-side passage or port 44 of the pressure valve assembly 38 is generally isolated from an engine-side or rail-side passage or port 46 of the assembly. When the pressure relief valve 38 is in an open position 48 (FIG. 3), fuel may flow in either direction through the valve assembly, depending on the needs of the fuel system 20.